Gen. Bagg Office, S.P.Co.
MAY 1 1897

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

TIME TABLE No. ~~17~~ 18

5/1/97

FOR THE

SACRAMENTO DIVISION.

TO TAKE EFFECT SATURDAY, MAY 1, 1897, AT 9:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN.)

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

J. KRUTTSCHNITT,
General Manager.

J. A. FILLMORE,
Manager.

G. F. RICHARDSON,
Master of Transportation.

J. B. WRIGHT,
Superintendent.

T. R. JONES,
Asst. Superintendent.

SACRAMENTO DIVISION: Sacramento and Truckee.

FROM SAN FRANCISCO.

Second Class.								First Class.									DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 17, May 1, 1897. STATIONS.
		27 Marysville Freight. Daily. Ex. Sun.		9 Through Freight. Daily.		7 Through Freight. Daily.		5 Freight. Daily.		15 Oregon Express. Daily.		11 Red Bluff Passenger. Daily.		25 Colfax Passenger. Daily.		3 Atlantic Express. Daily.		1 Atlantic Express. Daily.		
						P M LV 11.00				P M LV 8.00		A M LV 8.30		A M LV 8.30		P M LV 6.00		A M LV 7.00		.... SAN FRANCISCO
				A M LV **12.05**		A M LV 7.00		P M LV 6.00		A M LV **12.05**		P M LV 3.25		P M LV **4.50**		P M LV 10.00		A M LV 11.45	151.19	.dn. SACRAMENTO ..W.
				12.40		7.25		6.25		12.23		*f* 3.42		*f* 5.07		10.17		P M *f* 12.02	157.62	6.43 .... Benali
				12.45		7.30		6.30		12.26		*f* 3.45		*f* **5.10**		**10.20**		*f* 12.05	159.11	1.49 .... Arcade
				1.05		7.50		6.50		12.40		*s* 3.58		*s* 5.21		10.33		*f* 12.18	165.53	6.42 .... Antelope
		P M LV **4.20**		1.20		**8.05**		7.05		*s* 12.50 A M AR		*s* **4.10** P M AR		*s* 5.29		*s* 10.42		*s* 12.27	169.43	3.90 .d.. ROSEVILLE ....W
		4.40 P M AR		1.40 2.20		8.35 **9.10**		7.25 8.00						*s* 5.38		*s* 10.55		*s* 12.40	173.34	3.91 .dn. ROCKLIN ....W
				2.35		9.25		8.15						*s* 5.48		*f* 11.10		*s* 12.54	176.38	3.04 .d.. Loomis
				2.50		9.50		**8.40**						*s* 5.56		*f* 11.21		*s* 1.06	179.26	2.88 .d Penryn
				3.20		10.40		9.00						*s* 6.08		*s* 11.35		*s* 1.20	182.44	3.18 .d.. Newcastle ....W
				4.10		11.45 P M		10.00						*s* 6.30		*s* 11.55 A M		*s* 1.45	187.33	4.89 .dn. Auburn ....W
				4.30		12.05		10.15						*f* 6.39		12.10		*f* **2.00**	190.64	3.31 .... Bowman
				4.45		12.20		10.30						*s* 6.47		12.20		*s* 2.13	194.04	3.40 .d.. Clipper Gap ....W
				5.00		12.35		10.45						*f* 6.54		12.30		*f* 2.25	197.01	2.97 .... Appiegate
				5.20		**1.00**		11.05						*s* **7.05**		12.45		*s* **2.40**	200.32	3.31 .d.. N. E. Mills
				6.00		**2.15**		11.40 A M						*s* 7.20 P M AR		*s* 1.00		*s* 2.55	205.38	5.06 .dn. COLFAX ....W
				6.25		2.40		12.05								**1.25**		*f* 3.22	209.88	4.50 .... C. H. Mills
				7.30		**3.40**		**12.55**								*s* 1.50		*s* **3.40**	215.84	5.96 .dn. Gold Run ....W
				7.45		4.00		1.30								*f* 2.10		*s* 3.47	217.97	2.13 .d.. Dutch Flat
				8.00		4.15		1.45								2.20		*f* 3.54	219.84	1.87 .... Alta ....W
				8.20		4.30		1.55								*s* **2.35**		*s* 4.00	220.68	0.84 .dn. Towles
				8.45		**5.00**		**2.25**								2.55		*f* 4.14	224.68	4.00 .... Shady Run
				9.45		6.00		**3.20**								*s* **3.20**		*s* **4.35**	229.40	4.72 .dn. Blue Canon ....W
				10.25		6.45		4.10								*s* 3.50		*s* 4.58	234.60	5.20 .dn. Emigrant Gap ....W
				10.45		7.05		4.30								4.08		*f* 5.11	238.86	4.26 .... Yuba Pass
				11.20		7.50		5.10								*s* 4.23		*s* 5.23	243.10	4.24 .dn. Cisco
				11.35 P M		8.05		5.30								4.36		*f* 5.32	246.61	3.51 .... Tamarack
				12.05		8.25		5.50								4.50		*f* 5.42	250.63	4.02 .dn. Cascade
				12.30		8.50		6.20								*s* 5.10		*s* 5.57	256.40	5.77 .dn. Summit ....W
				12.45		**9.10**		6.35								5.26		*f* 6.11	259.10	2.70 .... Lake View
				1.00		9.30		**7.00**								5.40		*f* 6.24	263.09	3.99 .dn. Tunnel 13
				1.05		9.35		7.05								5.43		*f* 6.27	264.19	1.10 .... Strong's Canon
				1.20		9.45		7.15								5.51		*f* 6.35	267.16	2.97 .... Champions
				1.35 P M AR		10.00 P M AR		7.30 A M AR								*s* 6.00 A M AR		*s* 6.45 P M AR	270.71	3.55 .dn. TRUCKEE ....W
		Daily. Ex. Sun.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily		Daily.		

SACRAMENTO DIVISION: Sacramento and Truckee.

TIME TABLE No. 17, May 1, 1897.

TOWARD SAN FRANCISCO.

STATIONS.	DISTANCE FROM TRUCKEE.	First Class.								Second Class.							
		2 Pacific Express. Daily.	4 Pacific Express. Daily.	26 Colfax Passenger. Daily.	12 Red Bluff Passenger. Daily.	16 Oregon Express. Daily.	6 Through Freight. Daily.	8 Through Freight. Daily.	10 Freight. Daily.	28 Marysville Freight. Daily Ex. Sun.
SAN FRANCISCO	.....	P M AR 8.45	A M AR 9.45	P M AR 4.15	P M AR 4.15	A M AR 7.45	.....	A M AR 7.45	.....	.....
dn. SACRAMENTO W.	119.52	s 4.50	s 5.40	s 10.00	s 10.10	s 3.45	P M AR 11.00	P M AR 7.45	A M AR 5.40	.....
6.43 Benali	113.09	f 4.33	5.23	9.43	f 9.53	3.28	10.25	5.15	5.05	.....
1.49 Arcade	111.60	f 4.30	5.20	9.40	f 9.50	3.25	**10.20**	**5.10**	5.00	.....
6.42 Antelope	105.18	f 4.20	5.10	9.30	f 9.40	3.11	9.50	4.40	4.40	.....
3.90 d. ROSEVILLE W.	101.28	s **4.10**	s 5.00	s 9.20	9.32	3.00	9.35	**4.20**	4.25	A M AR **8.05**
3.91 dn. ROCKLIN W.	97.37	s **3.55**	s 4.45	s **9.10**	A M LV	A M LV	9.15	**3 55**	4.10	7.50
3.04 d. Loomis	94.33	s 3.46	f 4.39	s 9.04	.....	.....	8.50	3.30	3.50	A M LV .....
2.88 d. Penryn	91.45	s 3.38	f 4.32	s 8.57	.....	.....	**8.40**	3.15	3.35	.....
3.18 d. Newcastle W.	88.27	s 3.28	s 4.23	s 8.49	.....	.....	8.25	2.50	**3.20**	.....
4.89 dn. Auburn W.	83.38	s 3.12	s **4.10**	s 8.35	.....	.....	8.05	2.20	3.00	.....
3.31 Bowman	80.07	f 3.03	4.01	f 8.25	.....	.....	7.45	**2.00**	2.48	.....
3.40 d. Clipper Gap W.	76.67	f 2.55	3.53	s 8.17	.....	.....	7.30	1.40	2.35	.....
2.97 Applegate	73.70	f 2.48	3.45	f 8.09	.....	.....	7.20	1.20	2.25	.....
3.31 d. N. E. Mills	70.39	f **2.40**	3.37	s 8.00	.....	.....	**7.05**	**1.00**	2.10	.....
5.06 dn. COLFAX W.	65.33	s **2.15**	s 3.20	7.45 A M LV	.....	.....	6.35	12.30 P M	1.50	.....
4.50 C. H. Mills	60.83	f 2.00	3.03	.....	.....	.....	6.05	11.40	**1.25**	.....
5.96 dn. Gold Run W.	54.87	s 1.47	f 2.49	.....	.....	.....	5.40	11.15	**12.55**	.....
2.13 d. Dutch Flat	52.74	s 1.42	f 2.43	.....	.....	.....	5.30	11.00	12.45	.....
1.87 Alta W.	50.87	f 1.37	2.38	.....	.....	.....	5.20	10.50	12.35	.....
.84 dn. Towles	50.03	s 1.34	f **2.35**	.....	.....	.....	5.15	10.45	12.30	.....
4.00 Shady Run	46.03	f 1.23	**2.25**	.....	.....	.....	**5.00**	10.05	12.10	.....
4.72 dn. Blue Canon W.	41.31	s 1.05	s 2.05	.....	.....	.....	**4.35**	**9.45**	A M 11.45	.....
5.20 dn. Emigrant Gap W.	36.11	s 12.50	s 1.50	.....	.....	.....	3.55	9.15	11.10	.....
4.26 Yuba Pass	31.85	f 12.38	1.38	.....	.....	.....	3.35	8.55	10.50	.....
4.24 dn. Cisco	27.61	s 12.25	s 1.25	.....	.....	.....	3.15	8.35	10.30	.....
3.51 Tamarack	24.10	f 12.16	1.16	.....	.....	.....	3.00	8.20	10.15	.....
4.02 dn. Cascade	20.08	f **12.05** P M	1.05	.....	.....	.....	2.40	8.00	9.55	.....
5.77 dn. Summit W.	14.31	s 11.46	s 12.46	.....	.....	.....	2.15	7.35	9.30	.....
2.70 Lakeview	11.61	f 11.37	12.37	.....	.....	.....	1.55	7.20	**9.10**	.....
3.99 dn. Tunnel 13	7.62	f 11.24	12.24	.....	.....	.....	1.35	**7.00**	8.50	.....
1.10 Strong's Canon	6.52	f 11.21	12.21	.....	.....	.....	1.30	6.55	8.45	.....
2.97 Champions	3.55	f 11.14	12.14	.....	.....	.....	**1.20**	6.40	8.30	.....
3.55 dn. TRUCKEE W.	0.00	11.00 A M LV	12.01 A M LV	.....	.....	.....	1.00 P M LV	6.20 A M LV	8.10 P M LV	.....
		Daily.	Daily	Daily.	Daily.	Daily.	Daily.	Daily.	Daily	Daily. Ex. Sun.

SACRAMENTO DIVISION: Truckee and Wadsworth.

FROM SAN FRANCISCO.

Second Class.

23 — Way Freight. Daily.	9 — Through Freight. Daily.	7 — Through Freight. Daily.	5 — Freight. Daily.
P M LV	P M LV	A M LV	A M LV
2.45	4.00	12.01	9.30
2.55	4.10	12.10	9.45
3.10	4.25	12.25	10.00
3.30	4.45	12.30	**10.25**
4.00	5.15	12.50	**10.55**
4.15	**5.35**	1.00	11.10
4.45	6.00	1.20	11.30
5.00	6.05	1.25	11.35
5.15	6.20	1.45	11.55
5.30	6.45	**2.15**	P M 12.20
P M AR	7.15	2.50	12.50
	7.30	3.05	1.05
	7.55	3.30	1.30
	8.20	3.55	**2.00**
	8.40	4.15	2.30
	P M AR	A M AR	P M AR
	11.00	3.15	9.05
	A M AR	P M AR	P M AR
Daily.	Daily.	Daily.	Daily.

First Class.

3 — Atlantic Express. Daily.	1 — Atlantic Express. Daily.
A M LV	P M LV
6.20	**7.10**
6.30	*f* 7.17
f 6.41	*f* 7.26
s 6.47	*s* 7.31
s 7.03	*s* 7.47
7.14	*f* 7.56
7.31	*f* 8.09
s **7.35**	*s* 8.12
7.48	*f* 8.24
s 8.00	*s* 8.35
8.25	*f* 8.55
s **8.40**	*f* 9.05
f 9.01	*s* **9.25**
9.16	*f* 9.45
s 9.30	*s* 10.00
A M AR	P M AR
5.00	5.00
A M AR	P M AR
Daily.	Daily.

DISTANCE FROM SAN FRANCISCO.

270.71	
273.47	
277.57	
279.14	
284.84	
288.35	
293.96	
295.19	
300.67	
305.66	
313.30	
317.62	
325.26	
332.81	
339.52	

TIME TABLE No. 17, May 1, 1897.

STATIONS.

	dn.. **TRUCKEE** ...W.	*68.81*
	2.76	
	.....**Winsted**.....	*66.05*
	4.10	
	.....**Prosser Creek**....	*61.95*
	1.57	
	.dn.....**Boca**.....W.	*60.38*
	5.70	
	.d.....**Floriston**.....	*54.68*
	3.51	
	.....**Mystic**.....	*51.17*
	5.61	
	.....**Essex**.....	*45.56*
	1.23	
	.d.....**Verdi**.....	*44.33*
	5.48	
	.....**Lawton**.....	*38.85*
	4.99	
	.dn....**RENO**.....W.	*33.86*
	7.64	
	.....**Vista**.....	*26.22*
	4.32	
	.....**Hafed**.....	*21.90*
	7.64	
	.d.....**Clark's**.....W.	*14.26*
	7.55	
	.....**Salvia**.....	*6.71*
	6.71	
	.dn.**WADSWORTH** W.	*0.00*
	.....**OGDEN**.....	

DISTANCE FROM WADSWORTH.

68.81
66.05
61.95
60.38
54.68
51.17
45.56
44.33
38.85
33.86
26.22
21.90
14.26
6.71
0.00

TOWARD SAN FRANCISCO.

First Class.

2 — Pacific Express. Daily.	4 — Pacific Express. Daily.
A M AR	P M AR
s 10.50	*s* 11.50
f 10.42	11.42
f 10.33	11.33
s **10.25**	*s* 11.25
s 10.08	*f* 11.08
f 9.57	10.57
f 9.41	10.41
s 9.37	*s* 10.37
f 9.23	10.23
s **9.05**	*s* 10.05
f 8.50	9.52
f **8.40**	9.43
f 8.22	**9.25**
f 8.05	9.10
7.50	8.55
A M LV	P M LV
1.10	1.40
P M LV	A M LV
Daily.	Daily.

Second Class.

6 — Through Freight. Daily.	8 — Through Freight. Daily.	10 — Freight. Daily.	24 — Way Freight. Daily.
A M AR	A M AR	P M AR	A M AR
11.45	5.00	**7.10**	11.20
11.35	4.50	6.50	11.10
11.20	4.35	6.30	10.50
11.15	4.30	6.20	**10.25**
10.55	4.05	5.50	9.00
10.35	3.45	**5.35**	8.20
10.05	3.15	5.05	7.40
10.00	3.10	**5.00**	**7.35**
9.40	2.50	4.35	7.05
9.05	**2.15**	4.00	6.50
			A M LV
8.25	1.45	3.15	
8.00	1.30	3.00	
7.25	12.55	2.25	
7.00	12.30	**2.00**	
6.30	12.01	1.30	
A M LV	A M LV	P M LV	
9.05	1.30	5.15	
P M LV	P M LV	A M LV	
Daily	Daily.	Daily.	Daily.

SACRAMENTO DIVISION: Roseville and Red Bluff.

FROM SAN FRANCISCO.

Second Class.

33	31	21
Marysville Freight.	Oregon Freight.	Red Bluff Freight.
Daily, Ex. Sun.	Daily.	Daily. Ex. Sun.
	A M LV 6.55	A M LV 5.30

First Class.

17	15	11
Redding Passenger.	Oregon Express.	Red Bluff Passenger.
Daily.	Daily.	Daily.
A M LV 10.15	A M LV 12.05	P M LV 3.25

DISTANCE FROM SAN FRANCISCO.

TIME TABLE No. 17, May 1, 1897.

STATIONS.

DISTANCE FROM RED BLUFF.

TOWARD SAN FRANCISCO.

First Class.

12	16	18
Red Bluff Passenger.	Oregon Express.	Redding Passenger.
Daily.	Daily.	Daily.
A M AR 10.10	A M AR 3.45	P M AR 3.05

Second Class.

22	32	34
Red Bluff Freight.	Oregon Freight.	Marysville Freight.
Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.
P M AR 5.55	P M AR 6.45	

A M LV 8.25							A M LV 12.53	P M LV **4.10**	*108.03*	.d... **ROSEVILLE** ..W. 6.10	*116.72*	A M AR s 9.30	A M AR s 2.58						P M AR **4.10**
8.40							1.08	f 4.22	*114.13*	..... Whitneys..... 4.19	*110.62*	f 9.18	2.45						3.40
9.10							s 1.18	s 4.30	*118.32*	.d..... Lincoln .....W. 4.13	*106.43*	s **9.10**	s 2.36						3.30
9.30							1.28	f 4.40	*122.45*	..... Ewings..... 3.71	*102.30*	f 9.02	2.28						3.05
9.45							1.36	s 4.46	*126.16*	..... Sheridan..... 3.28	*98.59*	s 8.56	2.20						2.55
10.10							s 1.44	s 4.52	*129.44*	.d.... Wheatland 6.28	*95.31*	s 8.50	s 2.13						2.45
10.25							s **2.00**	f 5.02	*135.72*	..... Reed's..... 4.65	*89.03*	f 8.39	**2.00**						2.20
10.35							2.10	f 5.10	*140.37*	..... Rupert..... 1.83	*84.38*	f 8.31	1.52						2.10
10.45		P M LV 12.50					s 2.15	s 5.15	*142.20*	.d.. **MARYSVILLE** .W. 1.05	*82.55*	s 8.20	s 1 .42					P M AR 1.00	2.00
A M AR		Foot-note. 12.55					2.24	5.24	*143.25*	... **BINNEY JUNC**... 5.78	*81.50*	8.16	1.38					Foot-note. 12.40	P M LV
		1.15					2.35	f 5.35	*149.03*	..... Lomo 3.90	*75.72*	f 8.04	1.27					12.20	
		1.30					f 2.42	s 5.43	*152.93*	.d..... Live Oak..... 6.46	*71.82*	s 7.56	f 1.20					12.05	
		1.55					s 2.53	s 5.55	*159.39*	.d..... Gridley..... 3.47	*65.36*	s 7.43	s 1.08					P M 11.40	
		2.25					s 3.00	s 6.02	*162.86*	.d..... Biggs..... W. 5.92	*61.89*	s 7.34	s 1.00					11.15	
		2.45					3.13	f 6.16	*168.78*	..... Silsby..... 4.10	*55.97*	f 7.24	12.50					10.50	
		3.00					f 3.21	s 6.24	*172.88*	.d..... Nelson..... 6.60	*51.87*	s 7.16	f 12.43					10.35	
		3.25					f 3.33	s 6.37	*179.48*	.d..... Durham 6.08	*45.27*	s 7.03	f 12.31					10.10	
		4.00					s 3.45	s 6.50	*185.56*	.d..... Chico .....W. 7.07	*39.19*	s 6.47	s 12.15					9.45	
		4.20					4.02	s 7.10	*192.63*	..... Nord 2.34	*32.12*	s 6.33	12.02					9.00	
		4.30					4.06	f 7.15	*194.97*	..... Anita 2.39	*29.78*	f 6.29	A M 11.58					8.50	
		4.40					4.10	f 7.19	*197.36*	..... Cana 2.76	*27.39*	f 6.25	11.54					8.40	
		4.50					4.14	f 7.23	*200.12*	..... Soto..... 4.29	*24.63*	f 6.20	11.50					8.30	
		5.10					s 4.22	s 7.31	*204.41*	.d..... Vina..... 7.43	*20.34*	s 6.12	s 11.42					8.15	
		5.30		P M LV	P M LV		4.35	f 7.44	*211.84*	..... Sesma..... 1.25	*12.91*	f 5.59	11.29					7.50	
		5.50		5.20	3.00		s 4.41	s 7.50	*213.09*	.d.. .**TEHAMA** ...W. 4.02	*11.66*	s 5.53	s 11.23	A M AR s 10.08		A M AR 7.10		7.40	
		6.05		5.35	f 3.10		4.50	f 8.00	*217.11*	..... Proberta..... 3.04	*7.64*	f 5.45	11.15	f 10.00		6.55		7.25	
		6.15		5.45	f 3.16		4.56	f 8.05	*220.15*	..... Rawson 4.60	*4.60*	f 5.39	11.09	f 9.54		6.45		7.15	
		6.30		6.00	s 3.25		s 5.05	s 8.15	*224.75*	.dn.. **RED BLUFF** ..W.	*0.00*	5.30	11.00	9.45		6.30		7.00	
		P M AR		P M AR	P M AR		A M AR	P M AR				A M LV	P M LV	A M LV		A M LV		A M LV	
		6.20					9.30			....**PORTLAND**....			6.00					8.30	
		A M AR					A M AR						P M LV					P M LV	
Daily, Ex. Sun.		Daily.		Daily. Ex. Sun.	Daily.		Daily.	Daily.				Daily.	Daily.	Daily.		Daily. Ex. Sun.		Daily	Daily Ex. Sun.

☞ When on time, No. 32 will run from Binney Junction to Marysville via E Street, and will leave a brakeman at Binney Junction to notify No. 31 that No. 32 has passed, and whether or not signals were carried. In case No. 31 has been met north of Binney Junction, No. 32 will run from Binney Junction to Marysville via the direct line.

SACRAMENTO DIVISION: Davis and Tehama.

FROM SAN FRANCISCO.

Second Class.				First Class.					DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 17, May 1, 1897. STATIONS.	DISTANCE FROM TEHAMA.	TOWARD SAN FRANCISCO. First Class.			Second Class.		
		31 Oregon Freight. Daily.		21 Red Bluff Freight. Daily, Ex. Sun.	51 Oroville Passenger. Daily.	49 Oroville Passenger. Daily.		17 Redding Passenger. Daily.				18 Redding Passenger. Daily.		50 Oroville Passenger. Daily.	52 Oroville Passenger. Daily.	22 Red Bluff Freight. Daily. Ex. Sun.		32 Oregon Freight. Daily.
		A M LV 6.55		A M LV 5.30	A M LV 10.05	P M LV 7.20		A M LV 10.15				P M AR 3.05		A M AR 6.55	P M AR 2.55	P M AR 5.55		P M AR 6.45
		For time Sacramento to Davis see Western Division time table.										For time Davis to Sacramento see Western Division time table.						
		A M LV 8.20		A M LV 7.10	A M LV 10.45	P M LV 7.55		A M LV 10.55	76.56	dn. DAVIS W.	110.80	P M AR s 2.20		A M AR s 6.05	P M AR s 2.00	P M AR 4.35		P M AR 5.10
		8.40		7.30	f 10.55	f 8.05		f 11.05	81.61	5.05 Merritts	105.75	f 2.10		f 5.55	f 1.50	4.20		4.55
		8.50		7.40	f 11.00	f 8.10		f 11.10	84.12	2.51 Mullen	103.24	f 2.05		f 5.50	f 1.45	4.10		4.45
		9.00		8 00	s 11.04	s 8.14		s 11.14	85.95	1.83 d. WOODLAND W.	101.41	s 1.57		5.45	1.40	4.00		4.35
		A M AR			A M AR	P M AR				4.91				A M LV	P M LV			P M LV
				8.25				s 11.25	90.86	d. Yolo	96.50	s 1.48				3.30		
				8.55				s 11.35	96.74	5.88 d. Blacks	90.62	s 1.39				3.05		
				9.05				f 11.39	98.86	2.12 Bretona	88.50	f 1.36				2.55		
				9.30				s 11.48	104.26	5.40 d. Dunnigan W.	83.10	s 1.24				2.40		
				9.40				f 11.56	107.37	3.11 Hershey	79.99	f 1.19				2.25		
				9.45				f 11.59	109.30	1.93 Harrington	78.06	f 1.16				2.15		
				10.20				P M s 12.07	114.47	5.17 d. Arbuckle	72.89	s 1.08				1.55		
				10.35				f 12.14	118.53	4.06 Genevra W.	68.83	f 1.01				1.35		
				10.40				f 12.16	119.46	0.93 Macy	67.90	f 12.59				1.30		
				11.25				s 12.25	125.19	5.73 d. Williams	62.17	s 12.50				12.50 / 12.25		
				P M 11.55				s 12.35	130.13	4.94 d. COLUSA JUNC.	57.23	s 12.35				P M 11.55		
				P M 12.25 / 12.50				s 12.50	134.04	3.91 d. Maxwell W.	53.32	s 12.25				11.30		
				1.30				f 1.00	139.28	5.24 Delavan	48.08	f 12.14				11.00		
				1.50				s 1.08	142.94	3.66 d. Norman	44.42	s 12.07				10.50		
				2.10				f 1.13	145.30	2.36 Logandale	42.06	f 12.02				10.35		
				2.45				s 1.25 / 1.45	150.87	5.57 d. WILLOWS W.	36.49	P M 11.50 / s 11.30				10.15		
				3.00				f 1.52	154.24	3.37 Lyman	33.12	f 11.22				9.30		
				3.15				s 1.59	157.81	3.57 d. Germantown	29.55	s 11.13				9.20		
				3.30				f 2.09	162.94	5.13 Greenwood	24.42	f 11.02				9.00		
				3.55				s 2.15	166.40	3.46 d. Orland W.	20.96	s 10.52				8.50		
				4.05				f 2.25	170.01	3.61 Malton	17.35	f 10.45				8.30		
				4.20				s 2.33	174.35	4.34 Kirkwood	13.01	s 10.37				8.15		
				4.45				s 2.43	179.53	5.18 d. Corning	7.83	s 10.26				7.55		
				4.55				f 2.49	182.80	3.27 Richfield	4.56	f 10.19				7.35		
				5.05				f 2.53	184.88	2.08 Finnell	2.48	f 10.15				7.25		
				5.15				s 2.58	187.36	2.48 d. TEHAMA W.	0.00	10.10				7.15		
				P M AR				P M AR				A M LV				A M LV		
		Daily.		Daily, Ex. Sun.	Daily.	Daily.		Daily				Daily.		Daily.	Daily.	Daily. Ex Sun.		Daily.

SACRAMENTO DIVISION: Woodland and Oroville.

FROM SAN FRANCISCO. Second Class.			FROM SAN FRANCISCO. First Class.			DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 17, May 1, 1897. STATIONS.	DISTANCE FROM OROVILLE.	TOWARD SAN FRANCISCO. First Class.			TOWARD SAN FRANCISCO. Second Class.		
31 — Oregon Freight. Daily.			51 — Oroville Passenger. Daily.		49 — Oroville Passenger. Daily.				50 — Orovi'le Passenger. Daily.	52 — Oroville Passenger. Daily.		32 — Oregon Freight. Daily.		
AM LV			AM LV		PM LV				AM AR	PM AR		PM AR		
9.20			11.05		8.15	85.95	d.. WOODLAND ..W.	63.55	s 5.42	s 1.37		4.25		
							5.08							
9.40			f 11.18		f 8.30	91.03	..... Curtis	58.47	f 5.30	f 1.25		4.05		
							4.10							
10.00			s 11.27		s 8.40	95.13	d.. Knights Landing ...	54.37	s 5.20	s 1.15		3.50		
							11.03							
10.30			f 11.52		f 9.03	106.16	..... Chandler	43.34	f 4.55	f 12.47		3.20		
							2.40							
10.40			s 11.57		s 9.09	108.56	..... Marcuse	40.94	s 4.49	s 12.40		3.10		
							3.90							
10.55			PM s 12.07		s 9.18	112.46	..... Tudor ..... W.	37.04	s 4.40	s 12.30		2.55		
							4.50							
11.10			s 12.20		f 9.28	116.96	..... Oswald	32.54	f 4.31	f 12.20		2.35		
							4.40							
11.30			s 12.33		s 9.37	121.36	d.... Yuba City	28.14	s 4.21	s 12.11		2.20		
							1.47							
11.40			s 12.39		s 9.42	122.83	.. E. St., Marysville. W.	26.67	s 4.15	s 12.05		2.05		
							0.52							
11.50 AM AR			s 12.45 / 12.55		s 9.47	123.35	d.. MARYSVILLE .. W.	26.15	s 4.05	12.01 PM / s 11.50		1.50 PM LV		
							1.05							
			s 1.00		s 9.56	124.40	BINNEY JUNCTION	25.10	s 4.00	s 11.45				
							8.00							
			f 1.22		f 10.14	132.40	..... Ramirez	17.10	f 3.42	f 11.25				
							2.10							
			f 1.28		f 10.19	134.50	..... Coombs	15.00	f 3.38	f 11.19				
							2.20							
			s 1.35		s 10.24	136.70	..... Honcut	12.80	s 3.33	s 11.13				
							0.70							
			f 1.40		f 10.27	137.40	..... Vaucluse	12.10	f 3.30	f 11.06				
							3.50							
			f 1.49		f 10.34	140.90	..... Cox's Lane	8.60	f 3.22	f 10.57				
							3.30							
			s 1.58		s 10.41	144.20	..... Palermo	5.30	s 3.15	s 10.48				
							2.60							
			f 2.07		f 10.48	146.80	..... Villa Verona	2.70	f 3.08	f 10.40				
							2.70							
s 2.15 PM AR					s 10.55 PM AR	149.50	d... OROVILLE ... W.	0.00	3.00 AM LV	10.30 AM LV				
Daily.			Daily.		Daily.				Daily.	Daily.		Daily.		

Trains Nos. 51 and 52 will do freight work between Marysville and Oroville.

WILLOWS AND FRUTO.

57 — Fruto Passenger and Freight. Daily, Ex. Sun.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM FRUTO.	58 — Fruto Passenger and Freight. Daily, Ex. Sun.
PM LV				AM AR
2.20	150.87	d.... WILLOWS	17.10	s 11.00
		5.90		
f 2.38	156.77	..... Kurand	11.20	f 10.42
		2.60		
f 2.53	159.37	..... Halconera	8.60	f 10.27
		1.20		
f 3.00	160.57	.... Millsholm	7.40	f 10.20
		2.00		
f 3.12	162.57	..... Falerni	5.40	f 10.08
		2.00		
f 3.24	164.57	..... Athena	3.40	f 9.56
		3.40		
s 3.45 PM AR	167.97	d..... FRUTO	0.00	9.35 AM LV
Daily, Ex. Sun.				Daily. Ex. Sun.

SACRAMENTO DIVISION: Sacramento and Placerville.

FROM SAN FRANCISCO.										TIME TABLE No. 17, May 1, 1897.		TOWARD SAN FRANCISCO.								
Second Class.					First Class.				DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM PLACERVILLE.	First Class.				Second Class.				
			203 Placerville Pass. and Freight. Daily. Ex. Sun.				201 Placerville Passenger. Daily.						202 Placerville Passenger. Daily,				204 Placerville Pass. and Freight. Daily, Ex. Sun.			
			A M LV 5.50				P M LV 3.15		89.79	dn SACRAMENTO W. 5.64	59.67		A M AR 9.30				P M AR 4.45			
For time Sacramento to Brighton					see Western Division time table.							For time Brighton to Sacramento				see Western Division time table.				
			A M LV 6.20				P M LV 3.30		95.43	d.....Brighton..... 1.29	54.03		s 9.15				s 4.20			
			f 6.25				f 3.33		96.72	.....Perkins..... 1.60	52.74		f 9.11				f 4.10			
			f 6.30				f 3.36		98.32	..... Manlove 1.44	51.14		f 9.07				f 4.05			
			f 6.35				f 3.39		99.76	..... Mayhew..... 1.76	49.70		f 9.04				f 4.00			
			f 6.40				f 3.43		101.52	..... Routier..... 0.86	47.94		f 9.00				f 3.50			
			f 6.45				f **3.45**		102.38	..... Mills..... 2.15	47.08		f 8.58				s **3.45**			
			f 6.50				f 3.49		104.53	.....Soudan 1.53	44.93		f 8.54				f 3.30			
			f 6.55				f 3.52		106.06	.....Salsbury..... 2.20	43.40		f 8.51				f 3.20			
			s 7.05				f 3.56		108.26	.....Natoma 0.96	41.20		f 8.47				s 3.10			
			f 7.10				f 3.58		109.22	..... Alder Creek..... 2.64	40.24		f 8.45				f 3.00			
			s 7.45				s 4.05		111.86	d.... FOLSOM ....W. 6.89	37.60		s 8.38				s 2.45			
			s **8.20**				f 4.22		118.75	.....White Rock ...W. 5.09	30.71		f **8.20**				f 1.45			
			f 8.35				f 4.34		123.84	..... Cothrin..... 3.06	25.62		f 8.09				f 1.30			
			s 9.00				s 4.44		126.90	d.....Latrobe 2.19	22.56		s 8.00				s 1.20			
			f 9.05				f 4.49		129.09	.....Bryant..... 1.45	20.37		f 7.54				f 1.05			
			f 9.10				f 4.53		130.54	..... Brandon 1.65	18.92		f 7.50				f 1.00			
			f 9.15				f 4.57		132.19	..... Dugan..... 2.10	17.27		f 7.46				f 12.55			
			f 9.25				f 5.02		134.29	.....Bennett 3.38	15.17		f 7.41				f 12.50			
			s 10.00				s 5.12		137.67	d..Shingle Springs.... 3.59	11.79		s 7.32				s 12.40			
			f 10.10				f 5.21		141.26	..... Cummings..... 2.20	8.20		f 7.23				f 12.25			
			s 10.30				s 5.28		143.46	d.....El Dorado 2.30	6.00		s 7.17				s 12.15			
			s 10.50				s 5.35		145.76	d..... Diamond..... 3.70	3.70		s 7.10				s 12.01			
			Foot-note. s 11.00 A M AR				s 5.45 P M AR		149.46	d. PLACERVILLE W.	0.00		7.00 A M LV				P M Foot-note. 11.45 A M LV			
			Daily, Ex. Sun.				Daily.						Daily.				Daily. Ex. Sun.			

☞ *Train No. 203 has right of track against Train No. 204.*

SPECIAL RULES.

BETWEEN SACRAMENTO AND WADSWORTH.

All trains must get orders or clearance cards before leaving Sacramento, Rocklin, Truckee and Wadsworth.

Unless otherwise directed, trains meeting at the following stations will use the siding indicated:

At Shady Run, the long siding;
At Blue Cañon, the upper siding;
At Emigrant Gap, the lower siding;
At Summit, the middle siding.

Trains must not pass the further switch of these sidings until due to leave, except by special order or when properly protected by danger signals. At points not named in this rule the customary passing track will be treated in the same manner.

When two trains meet at a siding on a grade, one train must not move until the other has passed entirely over both switches of the passing track. In case both trains are ready to leave at the same time, the train of superior class will move first; and in case both trains are of the same class, the west-bound train will move first.

Between Emigrant Gap and Strong's Cañon, trains following each other must be kept twenty minutes apart regardless of Rules 86, 87, 88 and 89, except when the leading train consists of light engines, or when permission is given by Train Dispatcherto run closer together.

On descending grades between Tunnel 13 and Colfax, first-class trains must not exceed the time of the fastest scheduled train except by special order. On *all* descending grades speed of second-class trains must be limited to fifteen miles per hour, except between Truckee and Wadsworth, where such trains may run at a speed of twenty miles per hour.

Pusher engines must not be run attached to rear of train on descending grade.

Pusher engines, attached to rear of train, must be cut off before taking water.

All trains and engines approaching Sacramento must reduce speed at Sixteenth Street, and must be kept under perfect control while running through Sacramento yard.

At Emigrant Gap, Cisco, Cascade, Summit and Tunnel 13, train-order signal lamps must be kept burning at all hours, day and night.

The limits of Sacramento Yard extend to the west end of American River trestle. The limits of Truckee Yard extend from Donner Boom to Ellen's Siding. The limits of Reno Yard extend from the west end of long siding west of Reno to Asylum Switch. Within the limits of these yards all trains must run with care, expecting to find main track occupied.

All trains must use at least six minutes in crossing American River trestle.

Trains will stop on signal as follows:

At American River Bridge, Nos. 11, 12 and 25;
At Walerga, Nos. 11, 12 and 25;
At Lander, Nos. 1, 25 and 26;
At Soda Springs, Nos. 1 and 2;
At Stanford's, Nos. 1 and 2;
At Martis Creek, Nos. 1 and 2;
At Burckhalter, Nos. 1 and 2;
At Cuba, Nos. 1 and 2;
At Linham, Nos. 1 and 2;
At Marmol, Nos. 1 and 2.

Water supply at the following points between time-table stations:

One mile east of Colfax;
Two miles west of Cisco;
One-half mile west of Cascade;
One mile east of Strong's Cañon;
Three-quarters of one mile east of Mystic.

MARYSVILLE, WILLOWS AND OROVILLE LINES.

All trains must get orders or clearance cards before leaving Davis.

The limits of Marysville yard extend from Marysville station, through Binney Junction, to the E Street depot on Oroville line, including the "cut-off" between the A Street and E Street depots. The northern limits of Woodland yard extend to a point 1,000 feet north of the switch at the junction of the Oroville lines. Within the limits of these yards trains will run with care and under full control, expecting to find main track occupied, and in case of fog or other obstruction will protect themselves by flag and use every precaution to prevent accident.

Trains will stop on signal as follows:

At Ensign, Nos. 11 and 12;
At Tyler, Nos. 11, 12, 17 and 18;
At Elvaton, Nos. 17 and 18;
At Ronda, Nos. 17 and 18;
At Peart, Nos. 49, 50, 51 and 52;
At Vernon, Nos. 49, 50, 51, and 52;
At Lee's, Nos. 49, 50, 51 and 52;
At Wilson's, Nos. 49, 50, 51 and 52;
At Abbott's, Nos. 49, 50, 51 and 52;
At Hock Farm, Nos. 49, 50, 51 and 52;
At Bogue's, Nos. 49, 50, 51 and 52.

Trains must not stand on drawbridge at Knights Landing, but must be brought to a stop entirely clear of the bridge while doing switching or other station work.

BETWEEN SACRAMENTO AND PLACERVILLE.

The limits of Folsom yard extend from Folsom Junction to the east switch connecting with track to State Prison. Within these limits trains will run with care, expecting to find main track occupied.

All trains will stop on signal at New Ramona.

GENERAL.

Standard clocks, as per Rule 14, are located at **Rocklin, Red Bluff, Truckee** and **Wadsworth.**

Light engines, bound west, **when running extra,** will take siding for east-bound irregular trains.

When trains take siding for other trains, the forward brakeman, after opening and properly securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch, the conductor also being responsible for the same as per Rule 117. When it cannot be clearly seen that the siding is unobstructed, the forward brakeman must go ahead of the engine and see that switches on siding are properly set, and give Engineer signals to stop in time to prevent striking any cars that may be on the siding.

Between Rocklin and Wadsworth trains will be governed by the speed rule already laid down. On other portions of this division trains must not exceed schedule time unless the condition of train, track, weather and all circumstances warrant their doing so with safety. Conductors and enginemen are cautioned against reckless running. They must run steadily and uniformly, adhering as closely to time as due regard for safety will permit.

Air brakes on all trains must be tested from rear of train at Rocklin, Colfax, Blue Cañon, Summit, Reno, Marysville, Willows, Knights Landing and Folsom, as required by Air Brake Rule No. 70, and on passenger trains the air whistle signal must be tested at the same time.

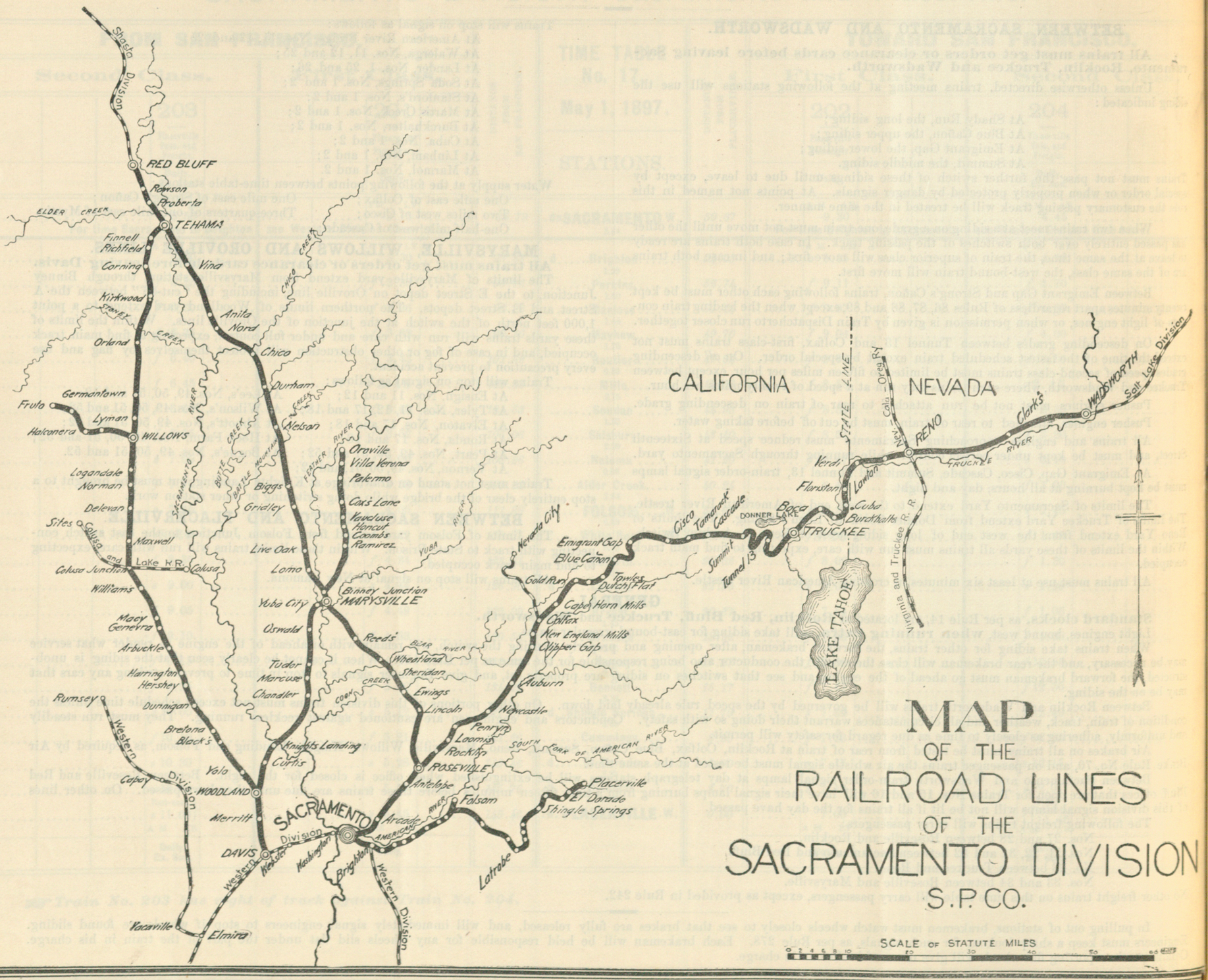
Between Sacramento and Wadsworth train-order signal lamps at day telegraph stations will be extinguished when office is closed for the night. Between Roseville and Red Bluff, offices that are open for Trains Nos. 15 and 16 will have their signal lamps burning from a time fifteen minutes before these trains are due until they have passed. On other lines of this division signal lamps will not be lit if all trains for the day have passed.

The following freight trains will carry passengers:

Nos. 27 and 28 between Roseville and Rocklin.
Nos. 21, 22, 31 and 32 between Sacramento and Red Bluff.
No. 23 between Truckee and Reno.
Nos. 33 and 34 between Roseville and Marysville.

No other freight trains on this time table will carry passengers, except as provided in Rule 242.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop if wheels are found sliding. Engineers must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.


MAP
OF THE
RAILROAD LINES
OF THE
SACRAMENTO DIVISION
S.P.CO.
CALIFORNIA
NEVADA
LAKE TAHOE
SCALE OF STATUTE MILES
Shasta Division
RED BLUFF
Rawson
Proberta
TEHAMA
ELDER CREEK
Finnell
Richfield
Corning
Vina
Kirkwood
Anita
Nord
Orland
Chico
Durham
Germantown
Fruto
Lyman
Halconera
WILLOWS
Nelson
Oroville
Villa Verona
Palermo
Logandale
Norman
Biggs
Gridley
Cox's Lane
Delevan
Vaucluse
Honcut
Coombs
Ramirez
Sites
Colusa and Lake R.R.
Maxwell
Live Oak
Colusa Junction
Colusa
Lomo
Williams
Binney Junction
MARYSVILLE
Yuba City
Macy
Genevra
Oswald
Arbuckle
Reed's
Wheatland
Sheridan
Harrington
Hershey
Tudor
Marcuse
Chandler
Ewings
Rumsey
Dunnigan
Lincoln
Bretona
Black's
Knights Landing
Curtis
Yolo
Capay
WOODLAND
Merritt
SACRAMENTO
DAVIS
Webster
Washington
Brighton
Western Division
Vacaville
Elmira
Arcade
Antelope
ROSEVILLE
Rocklin
Loomis
Penryn
Newcastle
Auburn
Colfax
New England Mills
Clipper Gap
Cape Horn Mills
Gold Run
Towles
Dutch Flat
Blue Cañon
Emigrant Gap
Cisco
Tamarack
Cascade
Summit
Tunnel 13
DONNER LAKE
Boca
TRUCKEE
Cuba
Burckhalter
Floriston
Lawton
Verdi
RENO
Clark's
WADSWORTH
Salt Lake Division
Nev.-Cala.-Oreg. Ry.
STATE LINE
Virginia and Truckee R.R.
Nevada City
Placerville
El Dorado
Shingle Springs
Folsom
Latrobe
SOUTH FORK OF AMERICAN RIVER
AMERICAN RIVER
YUBA RIVER
BEAR RIVER
COON CREEK
FEATHER RIVER
BUTTE CREEK
BATTLE MOUNTAIN
SACRAMENTO RIVER
CHICO CREEK
STONEY CREEK
TRUCKEE RIVER